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DAY CONFERENCE ... ROYAL SCHOOL of MINES ... SOUTH KENSINGTON ...

SATURDAY 8th MARCH ...

Please note the experimental change of venue ... we are not meeting at Cambridge on this occasion ... an excellent programme is on offer ... details are enclosed with this Newsletter ... please also come ready to deliver your own 'brief communications' ... and to let us know, at the end of the day, whether you prefer Cambridge or London

INTERNATIONAL STONE QUARRIES SYMPOSIUM ... MAASTRICHT & RIJCKHOLT ST.

GEEERTRUID (ZUID LIMBURG, NETHERLANDS) ... 26 JULY - 2 AUGUST ...

Book this important date now! This is intended to be an important international gathering for all interested in any aspects of underground stone quarries ... illustrated lectures at the Natural History Museum or University premises in Maastricht ... a range of underground visits in the spectacular Zuid Limburg subterranean quarries ... and inexpensive accommodation at Kasteel Rijckholt, close to the world-famous flint mines. Cheap flights by Virgin Atlantic to and from Gatwick!

Fuller details and a 'call for papers' are being circulated separately; please let Paul Sowan know if you wish to have details

MINES CARRIERES et METALLURGIE dans la FRANCE MEDIEVALE

This is a collection of papers read at a symposium held in Paris on 19 - 21 June 1980. With such a wide field to cover in a mere 415 pages, it would be foolish to look for any grand overview. But there are some fascinating individual studies, with very brief English summaries.

The (translated) titles (with all faults) of the individual papers are ... The contribution of cartularies in the history of mines, quarries and metallurgy in northern France ... Mining and metallurgy in Burgundy at the close of the Middle Ages ... Artillery founders and ironworkers, a direction for research ... Ironwork in the Chatillonnais after the inception of the indirect process ... The right for clay and chalk-stone for the tilers of Ecoyeaux ... 14th-15th centuries, the contribution of judiciary documents ... A documentary system for the study of Medieval mines, quarries and mine-works in France ... 14th Century mine accounts from Hurtieres in Savoie ... Towards a history of small-scale metallurgy: the contribution of the castellan's accounts in Franche Comte in the 14th and 15th centuries ... Work in the mines of Jacques Coeur at Pampailly ... The mining village

of Brandes (Isere) ... An experiment in archeology and mining speleology : the Giftgrube - St. Jacques mine at Ste. Marie-aux-Mines ... reflections on the architecture of mine-works before use of the powder ... Merovingian sarcophagi - quarries at St. Pierre de Maille (Vienne) ... The building materials of the cloister of Notre-Dame-en-Vaux ... Stones used in the construction of monuments in Medieval France ... Medieval quarries of Paris ... (and) Conclusions

Paul Benoit & Philippe Braunstein (1983) Mines carrieres et metallurgie dans la France Medievale

Paris: Centre National de la Recherche Scientifique : Centre de Recherches Archeologiques ISBN 2 222 03057 9 415pp

£ 25 from Oxbow Books, 10 St. Cross Rd., OXFORD OX1 3TU (p/p extra)

DATA PROTECTION ACT ... COMPUTERISED MEMBERSHIP RECORDS ...

SB now uses computers to store and process membership records. According to the published Guide to the Data Protection Act (by R.A. Elbra, 1984)

...

Data held by an unincorporated members' club and relating only to members is exempt (Section 33(2)). This exemption will not apply to proprietary clubs, and further only applies if each member has been asked whether he objects to data being held about him and has not objected. How each member is to be asked is not specified. Perhaps a notice on the club board will suffice.

Data consisting only of names and addresses and used only for distribution is exempt ... each data subject must be asked if he objects ...

Section 33(2) of the Data Protection Act 1984 (Chapter 35, 1984) says ...

Subject to subsections (3) and (4) below -

(a) personal data held by an unincorporated members' club and relating only to the members of the club; and

(b) personal data held by a data user only for the purpose of distributing, or recording the distribution of, articles or information to the data subjects and consisting only of their names, addresses or other particulars necessary for effecting the distribution,

are exempt from the provisions of Part II of this Act and of Sections 21 to 24 above.

(3) Neither paragraph (a) nor paragraph (b) of subsection (2) above applies to personal data relating to any data subject unless he has been asked by the club or data user whether he objects ... and has not objected.

(4) It shall be a condition of the exemption ... that the data are not used for any purpose other than that for which they are held ...

Members wishing to enquire about the data held and processed by computer (derived of course from their own forms of application for membership and the like) or to object to such data being held on or processed by computer are asked to contact the Treasurer, Roger Morgan, at 15a Kensington Court Gardens, Kensington Court Place, LONDON W8 (01-937-2037.)

## THE ABANDONED RAILWAY TUNNELS of SUSSEX : A 1985 GAZETTEER

Contributed by Peter Hay

The London, Brighton & South Coast Railway was affluent, and took pains to protect its monopoly of all the best bits of Sussex. Thus a county which, in the nineteenth century, was still very rural if one ignores the coastal strip, acquired a considerable mileage of railway. Running east - west through the county are two ranges of hills : the Forest Ridge (Ashdown Forest) in the north, and the South Downs which gradually approach the coast as one goes eastwards. The former is sandstone, and the latter chalk. Railways other than those going east-west therefore may need to pass one or both of these natural barriers. Although local railways built cheaply for a light traffic often sacrificed directness for curvature, and minimised earthworks by following valleys through the hills, almost all of them were forced to tunnel at one or more points.

The increase in cheap road transport which began in the 1950s brought about the first line closures, though two at least has lost their passenger services in the 1930s. There were more line closures in the 1960s, but none since then. In addition there is the chance that one of the lines with an abandoned tunnel may be reopened. What follows is the result jointly of my shame, and some unexpected fine weather. The former came when Malcolm Tadd, himself a Brightonian, asked me if the old Kemp Town railway tunnel was still open, and I could not answer. When we had a fine October, I decided to look into all the abandoned tunnels in the county, to see how many of them were accessible. I began by entering my first prospect by permission of the present owner, and ended by going through all of them bar one. All were in a good state of preservation, showing no sign of weakness or danger. The details which follow relate to the most westerly tunnel first, and move east.

WEST DEAN 443 yds OS 860128 1881 to 1951

Single track, curved. Both ends have been walled up, but north end has an opening, beside the Chichester Scouts Adventure Tower. The wall of the south end is penetrated by the body of a concrete store which extends 50 ft into the tunnel, and used by Singleton Joinery Ltd, whose approach road uses the old trackbed. The whole tunnel has been given a concrete floor and whitewashed, but now contains little of interest. Picture references 1 and 2.

SINGLETON 744 yds OS 872148 1881 to 1951

Single track, straight. Both ends have been walled up, but the north end has a small iron gate, the key being kept by the secretary of a local Bat Protection Group, name and address not known. I was told they visit the tunnel about twice a year.

COCKING 740 yds OS 874165 1881 to 1951

Single track, straight. Both ends are open. At the south end there is still the pair of steel doors with which Cocking and Singleton tunnels on the Chichester to Midhurst line were fitted during the Second World War while they were used for the storage of naval ammunition, goods traffic being suspended from 1940 to 1944. At the north end, between two rows of wooden posts, there is a modern concrete hard standing. Picture reference 2.

MIDHURST 276 yds OS 886203 1866 to 1964

Single track, curved. East end open; west end is in the rear of Brisbane House, the last of three blocks of flats in The Fairway, Midhurst. It is closed with large wooden doors which appear to be padlocked. Picture references 1 and 2.

RUDGWICK 330 yds OS 081345 1865 to 1965

Single track, straight. South end walled up with an (unlocked) iron gate. The north end is only a few hundred yards from the former station at Baynards, despite the name of the tunnel. Between the station and the north end of the tunnel the course of the line is crossed by a road bridge. Looking south from the bridge one used to see a cutting with the tunnel at the far end, piercing a wooded ridge. Today there is a wide, open area, with woods on either side, and the wooded ridge at the end. At its foot stands a curious concrete cylinder, dated 1970, about 6 ft in diameter and about 15 ft high, with weldmesh on top. From the inside, the tunnel's north end is crossed by several heavy steel girders, and between them one can look up inside this cylinder which can now be seen to have a total height of about 25 ft. I do not know why such pains have been taken to keep a draught through the tunnel. Had my map not shown that the north end of the tunnel should have been there, I would never have suspected its presence. Picture reference 3.

BRIGHTON STATION Length unknown c. 1840 to c. 1852 OS 310050

Exists only in part. South end has buildings immediately outside, and a range of (?) disused offices inside, with access by a locked door by 'The Cottage' in the former Brighton station goods yard. An intermediate access is down a staircase, surrounded with railings, on Brighton station's platforms 5 and 6. The staircase gave access to the offices. North of this point there was a rifle range, though how far the tunnel exists to the north now is not known. Nor is there any certainty about the exact site of the original north end, except that it lay somewhere in the angle made by the lines to London and Portsmouth. There is a locked gate at the foot of the staircase, and locked wooden doors leading to the rifle range, where at one time sleeper indentations could still be seen in the earth floor. Picture reference 4 vol. 1.

KEMP TOWN 946 yds OS 323042 1869 to 1971

Single track, straight and curved. The south end is now in the Freshfield Industrial Estate, within the premises of Linfoods, a 'cash and carry' warehouse, who use the first 50 yards for coal storage. The north end has been sealed with a concrete plug. Its exterior is grassed over as part of the play area of Elm Grove Middle School, Elm Grove, Brighton. It is not possible to enter at this end, but inside one can just hear the odd bump which indicates that the outside world is close at hand. This tunnel is unusual in that, apart from the northern 175 yds, there is no invert. That is, the brick structure of the tunnel does not form a complete oval (in section) as is normal. Instead the tunnel is an elongated arch which springs from the raw chalk at about shoulder height above the ballast. The ballast, also, is unique: it must be the last survivor of the LBSCR's use of beach shingle from the Crumbles ballast siding east of Eastbourne. One other unique feature is that the 1 $\frac{3}{4}$  and 2 mile posts (from Brighton) are still in place. Picture references 5, 6 and 8.

LYWOOD 218 yds OS 356285 1883 to 1963

Double track, straight. Open at both ends. Little of note except the beautifully made brickwork drainage channels outside each end, to stop the erosion and washing down of the clay soil around each tunnel mouth.

WEST HOATHLY 730 yds OS 371327 1882 to 1958

Double track, straight. Two intermediate air shafts. High iron railings at each end, through which the far end of the tunnel can be seen. As it is unusually wet a drainage culvert runs beneath the ballast in the centre of the invert, from end to end. The tunnel is actually under the village of Sharpthorne and was sometimes given that name. The Bluebell Railway hope to extend their line to East Grinstead and now own the tunnel. Picture references 6 and 7.

OFFHAM CHALK PIT 30 yds OS 401115 c. 1809 to c. 1880

Twin tunnels, straight, sloping steeply east under the Lewes to East Grinstead road. These were the site of the first railway in Sussex, from the chalk pit in the side of Offham Hill, down a self-acting inclined plane to the river Ouse. As the road is on a shelf along the side of the hill, it was necessary to tunnel beneath it to get down to the river. Presumably twin tunnels were used - one for each track - to minimise the risk of the arch and reduce excavation west of the road. Both entrances of both tunnels are open, despite the activities of the builders renovating the Chalk Pit Inn.

CINDER HILL 63 yds OS 407202 1882 to 1958

Single track, straight. One of a number of structures which only qualify as tunnels because the railway included them in its official list. Most tunnel mouths comprise an arched opening set between upright pilasters and surmounted by an ornamental lintel. At Cinder Hill there is just the arch projecting out of the soil of the hill, without any architectural 'frame' or wing walls. Open at both ends.

ARGOS HILL 90 yds OS 580278 1880 to 1965

Double track, straight. Open at both ends. Really a long skew bridge under the main road; only a single line of railway ran through it. There is another shorter structure a little further north, which some authorities claim as Argos Hill tunnel. Neither is officially listed, but the southern one is much the longer.

HEATHFIELD 266 yds OS 580213 1880 to 1965

Double track, curved. Open both ends, with fences. The water and natural gas well and associated structures still stand between the tunnel and the road bridge just north of the former Heathfield Station. Of the two tracks laid in the tunnel, the western was only a siding which ended just north of the tunnel. Picture reference 6.

Picture references (1) Branch lines to Midhurst (Mitchell & Smith), Middleton Press, 1981; (2) The Chichester & Midhurst Railway (Paul Clark), Turntable Publications, 1979; (3) Branch lines to Horsham (Mitchell & Smith), Middleton Press, 1982; (4) History of the LBSCR (JTH Turner), Batsford, 1977; (5) South Coast Railways - Brighton-Eastbourne (Mitchell & Smith), Middleton Press, 1985; (6) Steaming through East Sussex (Peter Hay), Middleton Press, 1985; (7) Branch lines to East Grinstead (Mitchell & Smith), Middleton Press, 1984; (8) LBSCR album (Klaus Marx), Ian Allen, 1982.

## STONE QUARRYING in ROSSENDALE ...

Another booklet to remind us that subterranean stone quarrying is no monopoly of the south, and that interest in this industry is steadily increasing in areas far distant from Dorset, Wiltshire, etc.

This booklet has but passing references to the underground workings (22 miles of tunnels are said to exist under Saunder Height and Swinshaw Moor) and concentrates more on the surface remains and the buildings in which the stone was used. Sketchmaps and photographs are included.

Denis Revell (1985) The changing faces of Rossendale. Building blocks. Groundwork in Rossendale 18pp ISBN 0 947738 13 4 80p from Yorkshire Dales Railway Museum Trust, Embsay Station, SKIPTON, North Yorks BD23 6AX.

## STAITHES AND PORT MULGRAVE IRONSTONE

A well produced study of iron mining in Cleveland, with photographs above and below ground, maps, diagrams, etc.

J.S. Owen (1985) Staithes and Port Mulgrave Ironstone Cleveland Industrial Archaeologist Research Report 4: 41pp £ 2.50 from Yorkshire Dales Railway Museum Trust, as above.

## QUARRIES AND QUARRYING

A recent 'Shire' album, offering a general view of both openworks and underground quarrying for building stone; broken stone aggregate and slate are also dealt with.

Peter H. Stanier (1985) Quarries and quarrying Shire Publications Ltd 32pp ISBN 0 85263 728 4

## CHANNEL TUNNEL ... WAS IT REALLY BEAUMONT'S MACHINE?

'To this day, the name Beaumont is spoken in reverential tones whenever conversation between engineers turns to a fixed Channel crossing. The man and his tunnelling machine of 1882 have become the stuff of legend. Yet much credit for those first, dramatic Chunnel drives 103 years ago should be placed elsewhere. Believed suppressed at the time for legal and political reasons, this contemporary report hails Thomas English as the brains behind 'Beaumont's machine.' Thus commences a two-page illustrated article in a recent issue of New Civil Engineer ...

Ty Bird (1985) New claims on Chunnel fame New Civil Engineer, 670, 16 - 17 16 - 17, reprinting a March 1882 report ascribed to one James Seymour.

## LIQUIFIED PETROLEUM GAS CAVERNS AT SOUTH KILLINGHOLME

A photographic feature (including the front cover) in a recent issue of the Quarterly Journal of Engineering Geology describes briefly a pair of 'artificial caverns' created c. 180 - 190 metres down in the Chalk about 3 km north of Immingham. Excavated near the base of the formation, 120,000 cubic metres of chalk have been removed to create each of two caverns, associated with which are nine storage galleries 10m wide x 10m high; using the topheading / bench excavation method. Numerous flint bands had to be cut through.

Anon (1985) Photographic feature. Liquified petroleum gas caverns at South Killingholme. Quarterly Journal of Engineering Geology 18(1), ii - iv + front cover illustration.

## SAFETY ... UNDERGROUND GAS BLAST KILLS 2 AND INJURES 9 IN GLASGOW SEWER

Another major methane explosion reminds us of the importance of checking all subterranean spaces for gases, especially if they are in coal-measures strata or if there is any likelihood of organic matter being present or restricted circulation of air. Two workmen died and five others were injured in January 1986 as a result of a build up of methane in a 70 foot shaft leading to a new sewage tunnel under construction in Glasgow. Although it is suspected that in this case the gas may have leaked into the excavations during Christmas from an adjoining damaged natural gas pipeline, enquiries will consider amongst other possible causes the presence of disused coal pits in the area. The gas is thought to have been ignited by a spark from a workman's shovel striking a stone.

Reports appeared in the Guardian and the Times of 7 January 1986

## GOLD MINING IN NORTH WALES

'Potential profits from gold mining have to be weighed against environmental effects' reported Tony Heath in the Guardian of 6 January. His account is accompanied by a photograph of a diesel loco at the entrance to the Gwynfynydd gold mine in the Merioneth Mountains 'where operations may be expanded.'

## THE MAGINOT LINE

A large, expensive, and profusely illustrated book on the Maginot Line is just published, or expected shortly. In French, it is expected to cost c. 650 Francs. Chapters deal with the history and construction of the line of partially subterranean fortifications, and with their equipment.

Philippe Truttmann (? 1985) La muraille de France ou la ligne Maginot Thionville : Gerard Klopp 628pp; 400 illus. Edition 990 copies.

## TUNNEL ESCAPE

A European Parliament human rights committee has urged Greece not to return to Bulgaria three families who tunnelled their way out under the frontier. The Times, 22 Nov 1985.

## BATH STONE ... A VISUAL HISTORY

For those who would like a set of slides of the Box stone quarries and industry, and associated buildings etc, just such may be obtained, with notes, from the Department of Extramural Studies, University of Cardiff, 38 Park Place, CARDIFF CF1 3BB. The pack of 54 slides and 5 pp of notes includes portraits of relevant personalities, pictures of buildings made of Bath stone, reproductions of historical illustrations etc, as well as above and below-ground quarry scenes. £ 18 post free.

## DOVER CASTLE 'TO UNVEIL HIDDEN ASSETS'

The Admiralty signal station 'perched on the white cliffs of Dover ... is likely to be opened to visitors next year.' Churchill in 1940 noted that the military had cut large underground galleries and chambers in the chalk. That complex of tunnels, including an underground hospital and a regional command centre, remains today, sealed and unused. Mr. Mike Fielding, the head custodian, would like to open at least one level to illustrate the castle's second world war role. Access is already being cleared to the look-out post, 300 ft. above the harbour.

Guardian, 11 November 1985.

## CHALK MINING

In this county (Surrey), the chalk is dug from the sides of the hills; in Hertfordshire it is dug out of pits upon the several farms that contain chalk, and oftentimes out of every field upon the farm; in the former case, the farmer has not only to purchase the chalk, but he has the expense of a distant carriage to add; in the latter, it makes part of the contract in the lease, and a pit being sunk in the field, there is only the expence of digging and wheeling, for which, in 1797, I paid seven-pence per load of 40 bushels, half-a-guinea for filling in, and two shillings for sinking the pit; the workmen find the curb, two baskets, each of them holding two bushels, shovels, pickaxe, barrows, &c. In some parts of Kent, when the chalk is dug from the sides of hills, the workmen undermine it for a considerable distance, they then dig a trench along the top, as nearly equidistant from the edge as the undermining extends, the trench is filled with water just before they leave off work in the evening, and during the night, it soaks completely through, when the whole stratum falls at once to the bottom

James Malcolm (1805) A compendium of modern husbandry, principally written during a survey of Surrey ... II, 37 - 38

## BACK TO GLASGOW ...

Police and sewerage workers in Glasgow were yesterday searching for a 7½ ft Haitian boa constrictor which escaped down a toilet. The snake is the pet of Mr. Peter Barbour of ... Partick ... who was giving it a wash when it slipped out of his hands. Police contacted sewerage workers to see if they could find the snake in underground works.

The Guardian, 2 November 1985

## ROUNDHOUSES FOR ALL SEASONS

Semi-sunken circular groups of houses with a roofed-over central garden are planned for Gardabaer, just outside Reykjavik.

News from Iceland 116 (1985), p. 3

## SBIE ... INFORMATION EXCHANGE

Do remember that SB continues to accumulate bulky files on all sorts of subterranean structures and sites, .. the odds and ends featured in the Newsletter give some idea of the range ... many are accumulated directly by the editor, others are sent in by members and others ...

For further information and/or photocopies (at cost + postage), contact Paul Sowan

And do please send in newscuttings, articles, notes of new publications, articles, short reports ... make the most of your Newsletter and of the SB files!

## TUNNEL END

This booklet deals with aspects of the Huddersfield Canal and the Standedge Tunnel; enquiries to the Huddersfield Canal Society, 37 Edward Street, OLDHAM, Lancs.



THE 1986 STUDY WEEKEND ... BATH, BOX, and BRADFORD on AVON ... ?

It looks as though we shall be back in the Bath area for our 1986 study weekend, thanks entirely to Barbara and Malcolm Tadd's more than generous offer to mastermind practical arrangements.

Book the date now ... Saturday 28 June and Sunday 29 June 1986

A small group of SB members and officers made a preliminary visit late last year to see possible sites of interest.

At the time of writing, it seems likely that the programme for the weekend will include all or some of the following sites ...

Mushroom farm in drastically converted, centrally heated, fully lit former underground stone quarry at Bradford upon Avon

Ammunition depot, of vast extent, in drastically (and enormously expensively) converted former underground stone quarry at Monkton Farleigh ... although this is now operated as a commercial tourist attraction, it is likely that access to the very long conveyor tunnel connection to the London-Bristol main railway line, and to the underground marshalling yard, will also be possible

Brown's Folly, by contrast, a virtually unspoiled underground stone quarry, far less visited than 'Box' and 'Clift'

Phil Marshall is looking into the possibilities of further Bristol sites, and it may also prove possible for us to visit a working stone quarry in Wiltshire.

Doubtless, many members will, whilst in the area, wish to avail themselves of the opportunities to see the architectural attractions of Bradford - on-Avon (the Saxon church in particular) and the recent excavations and developments at the Roman Baths at Bath.

This promises to be a first-class study weekend, and is unlikely to duplicate anything much you may have seen last time we were in the Bristol - Bath area.

If you live or have contacts locally, do please offer whatever 'on the spot' assistance and advice you can ... whether with practical arrangements (accommodation, transport) or with sites (suggestions, guides ...)

To offer help, contact: Barbara & Malcolm Tadd on Nutfield Ridge 3456.

#### BAT GROUPS LIAISON

SB and associated groups are now actively liaising with the bat fraternity.

Autumn 1985 saw a number of joint activities. Bat experts from the Fauna & Flora Preservation Society, and members of the London Bat Group, have inspected most of the subterranean quarry entrances from Merstham to Godstone, in east Surrey, and seen the bat conservation conscious alterations being made; underground searching at Godstone Quarries revealed only one live animal found (contrary to expectations) a long and tortuous way in from the entrance; a dead bat was found impaled on a spike of burdock just outside the entrance! Searching in Quarry Dean quarry revealed three live animals underground, and in 'No. 8' entrance in Chaldon no live animals but numerous (and probably quite ancient) skeletons. A British Museum (Natural History) specialist will, it is hoped, collect and identify these exceptionally fragile remains.

Various reports of sightings underground in the 16,000 metres of tunnels confirms that bats find their way incredibly long distances underground via incredibly tortuous routes.

At Hosey Common, near Westerham (Kent) we were invited to have a look around the system during a Bat Group working weekend. Bat Group officers were slightly put out when one or two agile cavers demonstrated they could squeeze through the 'caver-proof' bat grilles!

And most recently, with much hanging about in ice-cold driven rain, two SB members were invited to join a bat-search in tunnels under the terraces at Crystal Palace. The entrance manholes are normally covered with slabs of stone, piles of earth, etc, and a small earth-moving machine was brought in to reveal them. Failure to find the first man-hole cover by the use of this machine, however, led to your Chairman being shown the 'illegal' was in through a tight squeeze... he then banged on the underside of the manhole cover, and retreated as the machine renewed its activities overhead! There were no bats in residence, but it was much warmer in the tunnels than on the surface... and the derelict plumbing for the Crystal Palace fountain was fascinating!

#### NAMHO REGISTER OF "SKILLS & SPECIAL INTERESTS"

The National Association of Mining History Organisations invites us, as a constituent corporate member, to contribute names for the above register. If you would like your skills or special knowledge listed for reference by other mining history organisations, please send details to the Chairman (name, address, telephone, subjects, areas, practical skills, etc)

#### COTTSWOLDS & FOREST OF DEAN

Bruce Osborn and Paul Sowan have now made two exploratory visits to Gloucestershire, with a view to furthering (a) stone quarry researches and (b) a possible future study weekend. Although the large subterranean quarry at Nailsworth is not now readily accessible, two or three small workings of considerable interest have been visited. And in the Forest of Dean there is a wealth of iron-mining relics (surface and subterranean) and abandoned railway tunnels, not to mention the 'free' coal mines. Any members in a position to assist with a future study weekend in this area should contact the Chairman.

#### STONE QUARRY SYMPOSIUM - FURTHER DETAILS

Full accommodation and meals at Vasteel Ryckholt is expected to cost about 32.50 Guilders per day (about £7.30); Virgin Atlantic offer flights from Gatwick to Maastricht from as little as £29 single!

#### NAMHO MINING HISTORY CONFERENCE 1987

Every two years the National Association of Mining History Organisations (of which SB is a member) organises a summer weekend conference, with (usually) an opportunity to visit local sites as well. Previous conferences have been held at Beamish (County Durham), Ironbridge (Shropshire), Leeds (Yorkshire) and Matlock Bath (Derbyshire.)

The next conference, 3 - 6 July 1987, is to be hosted by the Carn Brea Mining Society at the Camborne School of Mines near Redruth, Cornwall. Book the date in your diaries now!

#### EAST SURREY STONE QUARRIES SYMPOSIUM

The very successful Stone Quarries Symposium arranged at Croydon in association with Croydon Natural History & Scientific Society, and with Unit 2, is to be published, CNHSS has agreed.